

REMARKS

The Office Action rejected pending Claims 1-24 under 35 U.S.C. § 103(a) “as being unpatentable over admitted prior art of Figure 1.” (Office Action, page 2.) The prior Office Action had rejected the claims under 35 U.S.C. § 102(b) as being anticipated by the same admitted prior art of Figure 1.

The Examiner’s courtesies in attending to this application are gratefully acknowledged.

To advance prosecution of this application, Claims 1, 3-6, 8-15 and 17-19 have been amended and Claims 16 and 20-24 have been cancelled. No new matter is presented.

For the following reasons, the rejection presented in the Office Action is incorrect and must be withdrawn. In the Office Action, the Examiner failed to meet the burden of showing how the “admitted prior art” discloses or suggests each and every limitation of the rejected claims. Therefore, the rejection must be withdrawn.

The Office Action alleges that Figure 1 of this application (constituting the admitted prior art) renders obvious each and every limitation of all of the pending Claims 1-24 in this application. Applicants respectfully disagree.

Claims 1, 6, 10, 13 and 15 are the independent claims pending in this application. Each independent claim, and by definition each dependent claim, includes a recitation of an ad-hoc network. As explained in the prior Response, to which the Examiner did not respond, Figure 1 and its relevant description can not teach forming an ad-hoc network between vehicles as recited in independent Claim 1, registering the registration messages to a node management table as recited in independent Claim 6, and forming an ad-hoc network associated with vehicles on the basis of the registration messages of vehicles, as recited in independent Claims 10, 13 and 15.

Figure 1 and its relevant description merely teach that a road side equipment requests driving information to vehicles traveling through a prescribed communication area and receives the driving information from the vehicles, such that the received driving information can be adapted as road traffic information.

The Office Action cites “Column 1, lines 15-28” in regard to “creating an ad-hoc network between vehicles on the basis of registration messages broadcast by the vehicles.” (Office Action, bottom of page 2.) However, contrary to the disclosure alleged by the Examiner, page 1,

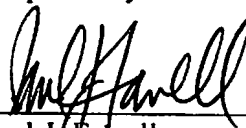
lines 15-28. of the specification fails to disclose or suggest creating an ad-hoc network as claimed in the present invention. To the contrary, Figure 3 of the Specification, which is not admitted prior art, discloses forming an ad-hoc network between vehicles in accordance with a preferred embodiment of the present invention. (See, e.g., page 4, lines 22-23. and page 6, lines 2-9.) It is improper for the Examiner to use a hindsight-based analysis based on the non-prior art disclosure of Figure 3 to interpret Figure 1.

In addition to the above, independent Claim 6 includes a recitation of registering the registration messages to a node management table. In no possible manner does Figure 1 disclose or suggest the claimed node management table. The Office Action fails at page 4, where Claim 6 is discussed, to provide any citation that could relate to a node management table. Rather, the Office Action merely cites items "10, 11, 12, 16 and 19" of Figure 1 (Office Action, page 6). However, items "10, 11, 12, 16 and 19" are "a plurality of vehicles." (See ¶006 of Publ. US 2005/0002347 A1, which corresponds to this pending application. This failure was pointed out in the prior response. However, this second Office Action again fails to address this defect.

For at least the above reasons the rejection must be withdrawn.

All of the claims pending in the Application, namely, Claims 1-15 and 17-19, are believed to be in condition for allowance. Should the Examiner believe that a telephone conference or personal interview would facilitate resolution of any remaining matters, it is requested that the Examiner contact Applicants' attorney at the number given below.

Respectfully submitted,



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